



TREADS

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Editor's Bits – Stu Bullock

I went for a trip to Brittany for a week mid-June. Luckily for us, we only had rain overnight, which the UK received the next day. Our days were hot, dry and very relaxed.

It was my first go at the new and lowered speed limit of 80kmh (49.7mph) that applies on all non-motorways across France. Our UK limit is 60mph but let's look at the new system fully:

French roads, from July 2018, have a variable speed limit that depends on weather conditions. In dry weather rural 2 or 3-lane roads are limited to 80kmh (previously 90, 55.9mph).

4-lane expressways (also in rural areas) 110 km/h (68.3mph). Highways classified as Motorways 130 km/h, (80.7mph).

When raining, the limits are respectively lowered to 80, 100 (62.1mph), and 110 km/h. The urban speed limit of 50 km/h is unaffected by weather.

The general speed limit is lowered to 50 km/h on all roads in fog or other low-visibility conditions, if visibility is under 50 metres.

Those limits are not signed as they are in the UK. For instance, the name of a city on a white sign with red border, at its entry indicates 50 km/h. Where the same sign has a red cross on it, the limit ends.

What can also confuse the unprepared, is the 'give way to the right' rule. It is not consistent but, if you see a yellow triangle sign, with a black band across it, you on the main road, do not have priority. In towns, you have to give way to those approaching your right. Yes, it's novel and requires concentration because, you are responsible for the safety of everyone else.



L2R, German, English, Breton Beemers in Auray

Brittany is a truly magical area. Don't call a Breton a Frenchman; he may not take it well as Brittany was separate from France at one time.

Bretons speak a form of Celtic, which means Gaelic speakers will be understood/understand. Riding through the various regions of this relatively small 'country' is great. The roads are fairly well maintained, certainly better than the UK rural areas, but smaller cross-country roads can test the quality of your dentistry.

Most visitors will recognise the familiarity to Cornwall, in fact check out their respective flags below, Brittany top left. The obvious country difference is loads more space, many less people. However, in the last 10 years more Brits have moved to Brittany, so you would expect people from other nearby countries to have done the same. The other major thing to remember is, during main holiday periods, the French go to Brittany in their droves!



Crossing by ferry is fairly simple. Plymouth to Roscoff is good for where I live but, there are crossings from Portsmouth to St Malo. Even crossing to Cherbourg from Poole or Portsmouth is not too bad, with the good road system helping reach Brittany in a couple of hours. Of course, ferries are not always run on time, so take that into account when making travel plans.

So, rather than just rush by or through Brittany on your way through France, why not give Brittany a chance to enthral and entertain you, as it does me, every time.

Legal Questions – Andrew Dalton, 1.

Andrew Dalton: Disclaimer: The legal advice and statements contained within this/these article is correct at the time of printing, 2017. Andrew Dalton is a trial lawyer, with White Dalton Motorcycle Solicitors.

Question - I was involved in a no-fault accident in France. The Insurance company transported my six-month-old bike back to the UK, then scrapped it and offered me a settlement figure for it.

However, they refused to offer any amount for modifications, even though their website says “unlimited modifications – let us know and it’s covered.”

I had fitted about £2000-worth of accessories on the bike – panniers, top box, engine bars, heated grips and an extended screen – as the bike was for touring. The policy I took out was comprehensive and I declared all the accessories but the Insurer has refused to pay out for them.

When I challenged them on this, they said that by “covered” they mean they are covered from a legal perspective only; that is, if I am stopped by the police, I am okay; but they are not covering it on the contract. This seems very strange to me. Am I being spun a line? When I insured the bike, which was brand-new at the time, I included all the accessories in the valuation.

Answer: You are being spun a complete line. This is nonsense of the first order. When you insure a motorcycle, you enter a contract of insurance. You tell the insurance company the motorcycle you want insured and any accessories that form part of your policy will also be covered. This Idea that you were “insured for police purposes” Is patent nonsense.

When you fill in your proposal there will be Insured accessories and value. Also, as a consumer you are entitled to rely on clear representations made, which the “unlimited modifications – let us know and it’s covered” clearly Implies. On your proposal form there were questions that you answered about the machine, its value, and what accessories were to be insured. Unless the policy states that “declared accessories are not covered” then your insurers will have to pay out for those accessories.

The moral of the story here is do not trust your Insurers. The Insurers you mention are a well-known and very large concern. If I had not heard this story so many times over so many years, I would find it almost unbelievable. Sadly, it is utterly credible.

What I suspect has happened here is that you have applied. In good faith, to have your bike insured and declared all of your accessories. Then the broker has failed to declare your accessories, so the underwriter quoted on the basis of a bike without accessories. Now you need the insurance, somebody is trying to cover their tracks. The Insurer you named gets Involved In exactly the same amount of claims wriggling as just about every other Insurer, but they do not come across my radar as actively “bent.” However, what you are being told crosses from the line of reluctance to pay out a claim to actively misleading you from a position of authority.

Someone in your position In England and Wales could take them to the small claims court. I cannot tell you what the position is in your home jurisdiction of Northern Ireland, but

your local Citizens Advice Bureau will certainly be able to explain your options.

The second remedy open to you is the Financial Conduct Authority. First of all, you need to put in a formal complaint. In writing, setting out succinctly the nature of your complaint. "I paid for the Insurance and declared a number of expensive accessories on my motorcycle, which your company has declined to pay out on for no good reason" just about sums it up. You then have to go through the company's internal review process – and if you do not get a satisfactory response within 28 days you should refer the matter on to the Financial Ombudsman Service.

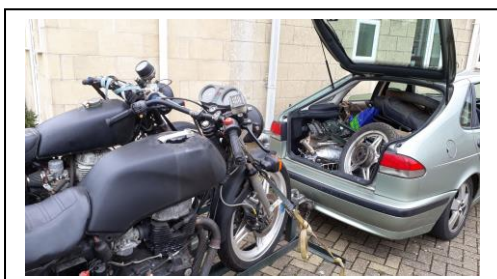
Andrew Dalton - RiDE Magazine May 2017

NB: *The law changes all the time, so while the answer was correct at the time of writing, things may have moved on – **so check before making any decisions!***

Double trouble – Eddie

15 years ago, I penned a verse to celebrate my twin Brothers' 50th which I titled Double Trouble. 'In 1953, double trouble landed at their Mother's knee.....' Today I went off to Southampton to buy a dismantled CB400N Super dream, and possibly another one which was incomplete – a sort of doubling up of unknown trouble!

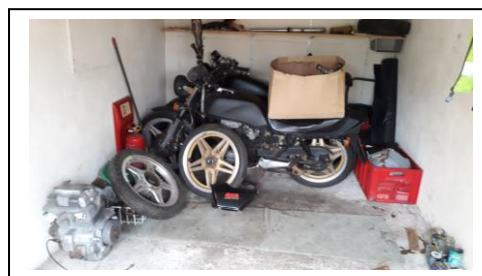
I got on so well with, Rachael, the seller, that I came away with 3 the other being a 250N in v bad condition, but maybe useful as a donor bike.



One of the 400's is the super deluxe one with gold Comstar wheels. As none of them are runners, in truth I haven't a clue what I have

bought, but £900 for a punt seems OK, at least at the moment.

The idea is to fix up, the almost complete 400 and use that as replacement for my existing 250 Moto gymkhana bike and hopefully flog the existing one. The other 400 I have in mind – as it's a pile of bits in boxes anyway – to build a race replica. That means lots of the bits won't be needed but of course all the aluminium parts will need to be polished.



The downside to this is that the racing Honda folk used the earlier K not N series engine. The earlier one apparently is much more tune-able. Still that's where I am at the mo.

Anyone have a lathe to mount a polishing wheel on? And who fancies some polishing? Steadeeee, don't all rush at once!

Welcome – Simon Gough.

This month I would like to extend a warm welcome to two new members:

Tony Cole lives in Pilning and rides a Suzuki GSX S750.

John Sanders lives in Dyrham and rides a BMW R1200GS LC.

We hope to see you out and about on a ride or at an event very soon.

View from the Saddle – Simon Gough

It's often tricky trying to find something interesting to write about in this section of Treads, so this month I've decided to take a leaf out Helen's book and write about a couple of Club rides I've led recently.

The first is my annual Fish & Chip run on Wednesday 3rd July. For the past few years we have met at 6:45pm for a 7pm start, but this

leaves no time for us to do anything other than ride directly to Whitstone's in Shepton Mallet, so when I picked the date and agreed it with Helen last February I decided to bring the start time forward by a quarter of an hour. Having some extra time, I considered a few different routes and eventually picked one going via Wells, as it is some years since I've included that city. However, when we arrived in Wells it was only 7:30pm and it wasn't going to take half an hour to get from there to Shepton, so thinking on my feet (or should that be wheels, perhaps?), an extra loop towards Frome seemed like a solution.

I have quite a number of relatives living in and around Wells, so I know the roads well enough to get around the city centre easily, and it wasn't long before we were heading up the Bath Road before forking right to Masbury and past the Rocky Mountain Nursery and café (which was shut at that time of night, of course). Straight across at that busy cross-roads on the A37 and on past the Waggon and Horses pub. I calculated the time at which we needed to turn towards Shepton and that arrived just as we were nearing Nunney, so it was past the Moat and Turret café (does anyone get the impression I navigate my routes by cafés?), and out to Nunney Catch before using the A361 back to Shepton.

Adan, Sue, Keith and Val were already inside waiting for us to arrive, so the ten on the ride made it fourteen for dinner. The food and service were excellent as always and one of us even managed a pudding, but modesty forbids me from telling you who it was! We departed around 9:30pm for the ride home. Sorry I forgot to take any photos. Must try harder.

The other ride I've led recently was my long day over the Cambrian Mountains on Sunday 7th July, in particular riding the old drover's road (mountain road) and down the steep Devil's Staircase one-in-four hairpin bends. I was initially introduced to the road in the early nineties by a chap in the BMW Club called Mike Davies who led a group of us up there, and I subsequently led an AAMC group the

same way a few years later, in the mid-nineties. In those days it was really difficult to find cafés and other refreshment stops open in Wales on a Sunday (or even petrol for that matter), but luckily things have improved dramatically in the intervening years.

Fifteen of us set off from Severn View shortly after 8:45am (no lie-in that morning!) and made our way on the usual roads through Usk towards Abergavenny. We encountered a Safety Camera Van in the 50-mph limit just before the Steel Horse café, but it wasn't a problem as we were doing slightly less than the limit anyway. In Gilwern there was a 'Road Closed Ahead' sign so I diverted through some back lanes and out onto the A40 just before Crickhowell. We then followed the A40 past Brecon and on to Sennybridge before turning left to the coffee stop in the Welsh Rarebit Centre at Defynnog at 10:15am. The welcoming Dutch lady who runs it was expecting us as I had made a firm booking a couple of days previously and she remembered me from my last visit about six weeks ago. They have a nice selection of cakes and pastries, as well as light lunches if you arrive at lunchtime, and I'm sure she was glad of our business.



As we were getting back on our bikes after coffee, a whole load of Porsche cars drove past, presumably on a Porsche Club rally of some sort. My initial thought was it is a strange place to see all these sports cars in the middle of nowhere, but then I realised they are

there for exactly the same reason as us – great roads with little traffic.

We followed the A40 a few more miles to Llandovery before turning north-west along the A482 to Lampeter. What a great biking road – all twisties as it follows the Afon Twrch (Twrch river) valley. I'd never been along there before (as far as I'm aware) and have made a mental note to use it again, perhaps on a future ride to the Llyn Brianne reservoir. Mileage-wise, Lampeter is about half way and the furthest point west we were going, so I found a petrol station that was actually open on a Sunday when doing my virtual recce and we filled up. Then it was a change of direction to north-east along the A485 – another great biking road – towards Tregaron. I'd booked lunch at the Riverside Café and Farm Shop and apart from being a bit slow they were extremely helpful and pleasant. Lucky, as it was the only place open in the town on a Sunday! We are in fairly remote Wales here...



If you look at the Club's Facebook page, you will see a short video taken by Mark of us leaving the café car park, together with a few other shots taken during the day. Thanks very much Mark.

Tregaron is where the old drover's road starts, so despite my Sat. Nav. trying to take us in any direction apart from the one I wanted (I just ignore it and convince myself I know better!), we climbed up this single-carriageway road towards the peak at 1592 ft. at Esgair Fraith.

The traffic was very light, which was a relief considering the good weather and it being a Sunday. I ignored the right turn to Llyn Brianne, riding along with the fantastic views in every direction whilst keeping a wary eye out for the kamikaze sheep. I did consider stopping for a photo opportunity, but there are no pull-ins large enough for a group of bikes and I didn't consider it sensible to block the road. The road drops down the Devil's Staircase – a one-in-four slope with a couple of very sharp hairpins, but these presented no problems today as the surface was really good (must have been resurfaced fairly recently) as was the weather and lack of other traffic. We passed three people endeavouring to cycle up, the young lad in front making it look really easy. Not sure I'll be trying that myself any time soon.

We passed through the village of Abergwesyn and out into what passes for civilisation in these parts at Beulah on the A483. From there it was on to Garth then heading for Upper Chapel on a slightly larger mountain road. Luckily there is a large layby on this road (B4519), and as we were about ten minutes ahead of schedule, I decided to stop for a photo opportunity.



After Upper and Lower Chapel, the road drops down into Brecon and we skirted the town centre to head straight for our tea-stop in the Honey café at Bronllys at 3pm. After tea and a slice of lemon drizzle (I'm sure it was winking at me on the counter), it was time to head for

home. Luckily my planned route took us past Llangorse Lake, as contractors had spent the day resurfacing (using that wonderful spray and chip technique) the A479 over the Mynydd Troed. As we passed the start of the works at the roundabout just outside Talgarth, the gravel chippings were about two inches deep. Such a great surface to ride on...NOT! Hope it's all been brushed away the next time I go that way.

At Bwlch we rode over the ancient Roman bridge, through Llangynidr and up onto the top at Cefn Onnau (Onnau ridge) before dropping down into Llangattock. This was the last encounter of the day with kamikaze sheep. For the final stretch we retraced our steps back through Gilwern and Usk, and finished in Chepstow at 5:10pm.

Thanks everyone who came along and especially Tim for being back-marker for the day. I hope you all enjoyed it as much as me.

Thought for the month

The more laws, the less justice. (Cicero)

CLUB RIDES – Stu Bullock

Friday 7 June 2019, Club Weekend Bash. I had arrived at Hardwicke, Gloucester in plenty of time to refresh, awaiting Simon, Gary, Mac, Austin, Graham and Karen, Mark and Helen and finally, Andy and Caroline. We would meet Nick at our destination, Kendal, Cumbria.

That ride I made was to be the last for the day in dry weather. Just before the next person arrived, the well forecast rain began. So, well protected, we set off. Suffice it to say, the ride up was damp and, as we climbed higher, cooler. It was a tired and soggy group that arrived at our hotel. However, fine spirits were on show for our evening meal.

Saturday morning saw me revising plans for crossing high passes in the continuing drizzle and often misty conditions. So, as a group, we set off around Windermere then Coniston Lakes, to find 'lunch' at Chester's Cafe, Skelwith Bridge. Afterwards, riding north, passing Rydal, Grasmere and Thirlmere Lake, to Keswick, in improving weather. Then across

country southbound, passed Derwentwater Lake following the river Derwent to Borrowdale. Then begin a gradual turn north across Honister Pass, alongside the Lakes of Buttermere and Crummock Water on our left and Grisedale Pike to the right. Eventually, swinging east through Whinlatter Forest, dropping sharply downhill through Whinlatter Pass, for another refreshment stop at Siskins Café, inside the Forestry Commission Whinlatter Visitor Centre.

Refueling at Braithwaite, in brighter weather, was followed by a short 'blast' along the A66 to Troutbeck. Then turning south, tracking Aira Beck towards Ullswater. Turning right towards Glenridding, we were blessed by the sight of the Ullswater Steamer, huffing and chuffing across the lake in sunshine. Wonderful. Not much time to linger as dinner was calling and we still had to pass alongside Brotherswater Lake, before crossing Kirkstone Pass. From there, it's another quick run back to the hotel at Kendal.

Sunday was a better day for sunshine, but with a blustery wind. I had a rather ambitious plan to ride to Scotland. However, there is no point in going anywhere in a straight line. South to Kirkby Lonsdale and Ingleton, just for the sole purpose of climbing the wonderful road north through Chapel le Dale, passing the Ribbleshead Viaduct (Harry Potter fame), to arrive at the wonderful village of Hawes for a tea stop. Hawes gets plenty of attention from riders, with every kind of bike/bicycle possible calling in. Bustling and busy, we were soon on our way, sort of north.

Getting to Middleton in Teesdale took us through some varied heights and valleys but I began to think I would have to amend the route. A short stop to reassess and off again for lunch in Alston. You cross the north Pennines to make the journey and some truly wonderful scenery, making for some exciting riding.

After lunch, we dropped down to Penrith, via the superb Hartside Pass with its fantastic views. Picking up the A6, south from Penrith,

we rode across the iconic Shap Fell and into Kendal, the end of another good day.



Monday, and the return journey was made in a mixture of sunshine, cloud and rain at various points. We assembled at Gloucester Services for a refreshment break and to disperse to our various homes. I know that I was fairly weary by the time I reached Somerset, but on reflection, I enjoyed the trip very much. Of course, every tour is made by the people who attend. So, a huge thanks to all of you for your forbearance, smiles and your courage. Yes, courage is needed to make such a journey in 'difficult' weather conditions, but who would have thought June would be so grumpy.

Thanks so much to all who supported the Club at this event and, your cheerfulness despite some rain.

The next Weekend Bash will be from Friday 5 to Monday 8 June 2020. Details in Diary of Events, below.

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Weekday rides; various dates – Stu Bullock

The first one in April; cancelled due to heavy rain and cold weather. Next, May. Oh dear, more rain and no attendees. June? Very nice weather and a small group went to Mother Meldrum's at Lynmouth for some wonderful homemade, err food. No better description in case the word gets out and everyone goes there. July. Gorgeous weather, so hot. Just one other attended but what a lovely day it was. And that, as they say, is that for Weekday Rides 2019. Thanks to those who came and supported our club.

Shorts – one or more points of interest.

Since 2010, Highways England has turned off road lighting on selected motorways between midnight and 5pm, in a bid to reduce carbon emissions. The M5 is one of those roads. However, statistics have been produced that show an 88% rise in casualty rates up to 2017. HE spokesperson has said that the statistics help show where night-time collisions occur and, "we can target lighting where it is needed rather than putting lights everywhere".

DVSA have launched a service to allow vehicle owners to view, save and print their MOT certificate, issued after 20 May 2018. Currently motorcycle and car certificates are available, with other vehicles following later in 2019.

The Filtration Plant - Eddy

Richard Gladman, IAM RoadSmart's head of driving and riding standards, offered the following key tips on filtering recently. Congratulations to anyone who puts their head over the parapet in this way.

Bullet point 1 - yes good advice unless you are on the M4 going in or coming out of London where anything at up to around 80mph seems to be 'Game on!'

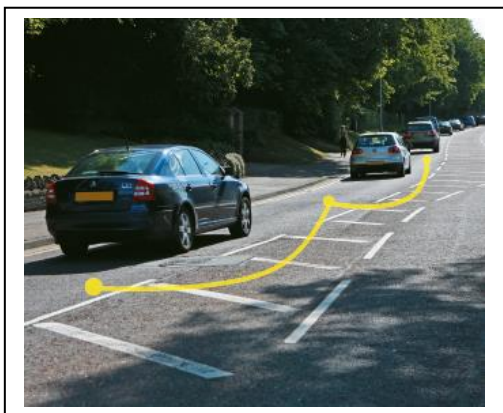
It is bullet point 3 that, rather less tongue in cheek, might be worth a conversation. I have heard from other police riders each of the following: stationary means. 'Journey over, hand brake on key out etc. Others say stationary means just that – not moving. The conversation can then be extended to the meaning/purpose of solid white lines. At a road works traffic light system, the road has in effect become a one-way street so is crossing a solid white line when the lights turn green to overtake 3 or 4 cars who are say 10 cars back from the lights OK?

So, I'll put my head up to be shot at. I am not convinced on absolutes in these instances and my decisions are generally taken on the SLAP test – is it Safe, Legal, Advantageous and what

is the Public Perception, generally, if I have somewhere to land, I'll take off.

Anyone else up for a thrashing?????!

- Only filter when the surrounding traffic is moving at less than 20mph, and then only exceed that speed yourself by 10 to 15mph maximum (if safe and legal to do so).
- Scan for side turnings and entrances to both sides of the road, and try to keep a car door's width away from the vehicle you are passing
- Obey all 'keep left' bollards and also be aware that temporarily stationary vehicles at traffic lights, pedestrian crossings etc. are not classed as parked for the purposes of solid white lines, and therefore you cannot cross a solid white line to filter
- Can you see the driver's face through the window or wing mirrors? Does he look like he's about to pull out? Always look for evidence that the driver has seen you and comprehends that you are passing them
- When filtering to the right side, consider using the 'stepping stone' method. Whilst you don't actually have to move into the spaces, consider which one could be suitable
- If you are filtering between lanes, you need to look out for other motorcycles which could possibly be changing lanes or approaching you from the rear



- Filtering takes a lot of concentration, so make sure you take short breaks if you're travelling for a long period of time
- Ride at a speed that allows you to react to the movement of other road users and always have an escape route planned in your head
- Filtering can sometimes come as a surprise to the person driving behind you, so remain courteous by giving a polite wave of the hand to the driver behind
- Think of the size of the vehicle in front of you. Just because there's a gap, it doesn't mean you should move into it. For examples, HGVs will need more space and time to manoeuvre than a car would

Richard says: "One of the biggest advantages of a motorcycle is the ability to make progress through traffic. Despite thoughts to the contrary, it is not illegal (*Actually, it can be. Ed*) and the Highway Code references it in a number of areas. Staying safe must be your main priority and understanding where planned filtering becomes dangerous overtaking will help with this. The best motorcycling advice ever is just because it fits doesn't mean you should put it there."

Response – *Stu Bullock.*

In my former RoSPA Motorcycle Training Manager role, I made the following comments in an article about overtaking several months ago. Let's face it, overtaking is what filtering really is. My research revealed too me:

- *If a solid line is nearest to you then you should not cross it, except under the exemptions referred to in the Highway Code.*
- *A reason for crossing a solid white line is NOT to pass a queue of traffic waiting, for example, for a red light to change or gain access to a roundabout.*

- Advice I have been given is that if any part of the motorcycle overhangs a solid white line, that could be construed as 'straddling', as that overhang could cause an obstruction to oncoming traffic that the lines were put there to prohibit.

What you may be surprised about, is that there is no case law on the subject. That means that people who have been charged with an offence connected to crossing solid white lines, have either pleaded guilty, or no one has ever been charged. So, no help from former cases, however, I found the clues to be:

a. White lines are meant to enforce separation of traffic for safety reasons. Therefore, it must be reasonable to assume that crossing the lines is a contravention, unless the reason for crossing is clearly an exemption.

b. The vital terms in providing guidance on the matter of when you can cross a white line are; if necessary; provided the road is clear; to pass a stationary vehicle. Key word in the first term is necessary, rather than convenient, which says to me it is not a desired or expected action. Key word in the last term is a, indicating to me the intention of the Law writer was singular vehicle; 1. Not a line or a number or several. So, to make my view, based on experience and application of the law, clear.

- In terms of a line of traffic waiting to go ahead but momentarily held up, are they stationary? Yes.
- Are they an obstruction? No, because their intention is to move. A vehicle stopped because it has broken down or crashed or the driver is incapacitated is what I believe the law intended the exemption for.
- Would motorists being overtaken expect that to happen? They may not. That does not remove their duty of care, but an accident is an accident and could involve each rider/driver in a liability dispute through the courts or insurance claim.

- Would a traffic cop bother? Toss that coin!!

Other people may hold a different view and it would be good to read them.

BIKE SALES UP – Morton

Despite reported doom and gloom about reduced car sales, it appears the sale of two wheelers is on the up, as the chart below shows:

COUNTRY	Motorbikes Jan-Mar 2018	Motorbikes Jan-Mar 2019	% change
Austria	3,927	5,259	34
Belgium	6,004	6,519	9
France	36,613	43,942	20
Germany	36,058	44,450	23
Greece	5,380	5,721	6
Hungary	474	834	76
Ireland	406	515	27
Italy	46,201	54,826	19
Netherlands	3,416	4,225	24
Poland	2,095	1,356	-35
Portugal	4,674	5,818	24
Spain	30,916	37,255	21
Sweden	1,444	1,950	35
UK	23,485	25,913	10
TOTAL	201,093	238,583	19



Club events are clearly marked; other non-club related events in **blue text**.

COTSWOLD EDGE, Monthly Bike Night, June to Sept inclusive.

Rich Shapcott has extended a welcome to you all to his bike nights held on the first and last Wednesday of each month, from 6pm. Venue

is the Beaufort Arms, Hawksbury Upton, on the A46 between Bath and Stroud. Food and drinks available.

JULY – lots ahead.

Sunday 21, Club ride, Nigel 07788

Meet at Farrington's Farm Shop, Farrington Gurney, BS39 6UB, 9:15am for 9:30am start.

Tuesday 23rd July, AAMC Committee meeting.

7:30pm at The New Inn, Farmborough.

Sunday 28, Club ride. Paul – 0779

Meet at Severn View services, M48, BS35 4BH, 9:30am for 9:45am start.

AUGUST – Holiday season

Sunday 4, Club ride, Jim – 07759

Meet at Farrington's Farm Shop, Farrington Gurney, BS39 6UB, 9:30am for 9:45am start.

Sunday 11, Club ride. Paul – 07795

Meet at Severn View services, M48, BS35 4BH, 9:30am for 9:45am start.

Sunday 18, Club ride. Nigel Dean – 07736 275406.

Meet at Cross Hands Hotel, Old Sodbury, BS37 6RJ, on the A46 north of M4 junction 18. 9:00am for 9:15 start, to Malvern Hills.

SEPTEMBER – Home and Away

Sunday 1, Club ride. Jim – 07759

Meet at Severn View Services, M48, BS35 4BH. 9:30am for 9:45am start.

September 10 to 14th. Club Forrin Bash to Normandy – Simon Gough 0117 973 4120

The trip to Normandy in September is now fully booked, as all twelve hotel rooms have been taken. We may be able to accommodate the

odd extra single person who is willing to share, but you will need to check with me first please. It's going to be a great trip!

Thursday 19, Tony – 07891

Smoke and Mirrors comedy and magic evening. Denmark Street, Bristol. Further details in August TREADS.

Sunday 22, Club ride, Andy – 07963

Meet at Severn View Services, M48, BS35 4BH. 9:15am for 9:30am start.

Sunday 29, Club ride, Mark – 07974

Meet at Farrington's Farm Shop, Farrington Gurney, BS39 6UB, 9:15am for 9:30am start.

OCTOBER – winter draws on.

Sunday 6, Club ride, Alan – 07831

Meet at the Cross hands Hotel, A46 north of J18 M4, 9:15am for 9:30am start. Heading towards Salisbury Plain.

Sunday 20, Club ride, Andy – 07963

Meet at Farrington's Farm Shop, Farrington Gurney, BS39 6UB, 10am for 10:15am start. (Café open from 9:30am).

EARLY CLUB EVENTS NEWS

AAMC CLUB WEEKEND BASH 2020, Stu Bullock – 07711898178.

From Friday 5 to Monday 8 June 2020 inclusive. We have selected the Premier Inn, Rhuddlan, North Wales, LL18 5UA. Please book your hotel and let Stu know you are attending at bullock.stu@gmail.com with your email and mobile details. Further details will be provided nearer the event.

BMF DISCOUNT CODE

Code for 2019 – CLB19FJH
Club members can use the above in conjunction with the Club Name, to receive discounts on advance tickets to all BMF rallies

and events; discounts on Insurance and other BMF member benefits.

Wanted – Ride Leaders for 2019 – Helen
Mob: 07885

Also wanted – Club ride/event reports.

Just a few words in WORD, or email, I'll sort out grammar/spelling/punctuation. It's OUR club and we need to know what is happening.

In order to associate – we need to communicate. – Stu Bullock, Editor

TREADS - NEXT PUBLICATION DATE

We endeavour to issue Treads on a regular basis during the third week of the month. Therefore, if you have any items to be published in the next TREADS, can you please ensure that they reach the editor at the latest by;

MONDAY 12 AUGUST 2019

Contributions for Treads are always needed, whether they are motorcycle related or of general interest! Please don't be shy, as I will be very pleased to accept articles for publication consideration, preferably in MICROSOFT WORD format.

Please submit photo's as separate files, not embedded in the text. I will carry out a grammar/spell check. Please understand that submissions may be edited to fit available space.

Stu Bullock.

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